

### **REMARKS**

Claims 1—3, 7—8 and 11—13 have been amended. Claims 1—15 remain pending in the application. In view of the above amendments and the following remarks, reconsideration and withdrawal of the rejections set forth in the Office Action of January 10, 2006 are earnestly solicited.

#### **Rejections Under 35 U.S.C. § 103**

Claims 1—3 and 7—12 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Chuang (U.S. Patent No. 5,777,571) in view of Flick (U.S. Patent No. 6,346,876). The rejection is respectfully traversed.

Flick '876 teaches generation of all command signals for all features on the vehicle, even if only one of these commands will be used by a particular vehicle (see column 8, lines 15—26). This approach is wasteful of vehicle communication bus time. Applicants, by contrast, in independent Claims 1, 7 and 8, generate the command signal to control the vehicle system only if vehicle features selected for a particular vehicle are compatible with the command signal. Hence, the combination of Flick '876 with Chuang does not result in Applicants' claimed invention. Claims 1, 7 and 8 and their respective dependent Claims 2—3 and 9—12 are believed to be in condition for allowance.

Claims 4—6 and 13—15 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Chuang in view of Flick, as applied to Claims 1 and 8, and further in view of Flick (U.S. Patent No. 6,249,216 A2). The rejection is respectfully traversed.

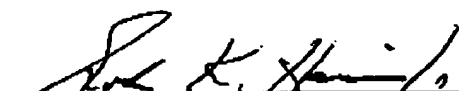
Claims 4—6 depend directly or indirectly from Claim 1, and Claims 13—15 depend directly or indirectly from Claim 8. Therefore, without conceding the correctness of the

Examiner's remarks thereover, claims 4—6 and 13—15 are believed to be in condition for allowance for the reasons set forth above with respect to Claims 1 and 8.

Claims 1—3, 7—8 and 11—13, as amended herein, and Claims 4—6, 9—10 and 14—15, as originally submitted, are believed to be in condition for allowance, early acknowledgment of which is requested.

Respectfully submitted,

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